



Australian Government

Western Sydney Airport



FORUM ON WESTERN SYDNEY AIRPORT OPEN GENERAL MEETING – 2 JUNE 2018

Submitted questions and answers

Western Sydney Airport



This document provides answers to questions submitted to the Forum On Western Sydney Airport (FOWSA) for its open meeting held on 2 June 2018.

Questions were submitted by community members and have been de-personalised and summarised as appropriate.

Similar questions have been grouped together where relevant, with a single answer provided.

Airport Project

Q: Residents in NSW were first promised a second airport in 1946 and then again in 1986. Is Badgerys Creek Airport still scheduled for flights to be landing and leaving by 2026?

Q: Is the Government on track with the Airport?

The airport is on track to commence operations by the end of 2026. WSA Co, the Government company that will build the airport, is already undertaking procurement for airport construction and early earthworks are scheduled for the second half of 2018. The flight path design process has commenced and is currently in the planning phase.

Q: There has been talk of an airport for so long now and the residents of Badgerys Creek have been land locked where their local council would and will not approve any infrastructure, improvements (e.g. a pool) for the past 40+ years. Will the residents be compensated in any way due to the mismanagement and inconsistencies of our government? If not, please explain.

Land use planning controls have been in place around the airport site for nearly three decades. These planning controls have ensured that the high noise zone around airport site was protected from incompatible development, resulting in less noise impacts on the community. The protected zone around the airport is an important community protection that will not be relaxed. This higher noise zone will be protected by NSW State planning instruments, which local government zoning instruments will need to comply with.

Q: Why are you pushing ahead with the deeply uneconomic airport at Badgerys Creek when you could do so much better with the site, e.g. A mini silicon valley with a rent by the week campus for start-ups? Also a public teaching hospital to train local doctors and nurses, radiographers etc. with a private hospital next door? A defence manufacturing hub? 20 per cent to housing to pay for infrastructure? No cost to the government.

Q: Kingsford Smith Airport (KSA) can sustain further development until 2050 so why the need for a Western Sydney Airport?

There is a clear need for Western Sydney Airport and the Commonwealth-owned land at Badgerys Creek has been assessed by many studies as the best site.

The 2012 [Joint Study on aviation capacity in the Sydney region](#) identified that the demand for passenger journeys in the Sydney region is forecast to more than double over the next 20 years, to approximately 87 million passengers by 2035. This will double again by 2060 and Sydney Airport cannot meet this demand alone.

Western Sydney has a population of around two million people and by the mid-2030s, a further one million people will call Western Sydney home.

Western Sydney Airport will ease the aviation demand in the region and support the area's growing population by creating more jobs closer to home and connecting local businesses to national and international markets.

The economic case for Western Sydney Airport is strong. The Australian Government is investing in the airport to deliver a critical national infrastructure asset. An independent assessment by Infrastructure Australia found the project has a positive benefit cost ratio of over 1.8.

Western Sydney Airport



The project is estimated to support over 11,000 direct and indirect jobs over the construction period and almost 28,000 direct and indirect jobs within five years of flights commencing.

Q: Given that it has been stated WSA must operate 24 hours without a curfew to be economic, why is WSA being considered when one could simply remove the curfew on Kingsford-Smith airport, thus allowing greater aircraft movements?

The [*Joint Study on aviation capacity in the Sydney region*](#) found that even if operational changes, including lifting the curfew, were made to Sydney Airport to increase capacity, this would not address the long-term need for additional demand for aviation in Sydney.

The size and location of the Sydney Airport site means the airport cannot grow sufficiently to support Sydney's long-term aviation needs.

Flight paths, curfew and noise

Q: If this airport ever goes ahead, why is it going to be a 24 hour, 7 days a week, NO CURFEW airport?

Q: How is a 24/7 airport 'liveable' when people in eastern Sydney say the flight cap from KSA will be increased 'over my dead body'? When THEY fought tooth and nail for a CURFEW?

Q: Will the Government provide insulation soundproofing of houses for pensioners?

Q: Living almost 100 kilometres from Sydney airport I have witnessed a gradual increase in low flying and noisy aircraft in recent years. I have made tens of noise complaints to Air Services Australia, as the intrusion has been significant. How does FOWSA propose to protect residents from intrusive levels of noise who live in close proximity to WSA?

Western Sydney Airport has always been planned to operate on a curfew-free basis, as is the case at most Australian airports including Melbourne, Brisbane and Perth. Land use planning controls have been in place around the Badgerys Creek site for a number of decades to prevent noise-sensitive development near the airport site. This is not the case in the area surrounding Sydney (Kingsford Smith) Airport, which is a highly developed urban area with residential properties as close as 600 metres from the end of a runway.

The most effective way of protecting communities from aircraft noise is the application of land use planning controls, which place restrictions on the types of buildings that can be established in areas where aircraft noise will be highest. It has long been agreed between the Commonwealth and NSW that new residential development around Western Sydney Airport will not be permitted where the ANEF exceeds 20. This is the most stringent ANEF control in the country—by comparison at Sydney (Kingsford Smith) Airport development is only restricted at ANEF levels over 25. This ANEF 20 control will be contained in the Local Environment Plans of all affected local government areas and put into effect through a State Environment Planning Policy.

The airspace design process will seek to further reduce aircraft overflights of residential areas, and minimise noise impacts on communities and noise-sensitive areas.

Government policy related to other noise amelioration measures will be established as part of the detailed airspace and flight path design process.

Steps will be taken to minimise noise impacts during night-time operations. Head-to-head operations, where planes take-off and land at the same south-west end of the runway, is an important preferred option that will be considered when it is safe to do so. This would minimise night-time noise impacts at built up residential areas, as activity would be over the less developed area to the south-west of the airport site.

The Government will also prepare a Noise Management Plan before airport operations commence. This is required to set out measures to mitigate noise impacts, including *'a noise insulation and property acquisition policy in relation to the Aircraft Overflight Noise for buildings outside the airport site, having regard to the 24 hour nature of the airport'*.

Q: How was the Environmental Impact Statement (EIS) carried out without knowing where the flight paths would be located?

The indicative flight paths were developed for the EIS to ensure that Western Sydney Airport could exist safely and efficiently alongside Sydney Airport and within the Sydney basin, from an air traffic management perspective.

This is a key first step for assessing change in Australian airspace and is a common airspace and flight path design process that is carried out at other Australian airports. For example, the Brisbane Airport New Parallel Runway Project released its draft EIS in 2006 and the new runway is expected to open in 2020.

Through the Airport Plan, the Department of Infrastructure, Regional Development and Cities is required to undertake a defined formal process for finalising the flight paths over the next several years.

The formal process is informed by several flight path design principles that are outlined in the Airport Plan, including:

- safety is non-negotiable
- overflights of residential areas and noise sensitive facilities will be avoided to the maximum extent possible
- aircraft arrivals will not converge through a single merge point over any single residential area
- consideration will be given to the impacts of aircraft operations on natural and visually sensitive areas such as the Greater Blue Mountains World Heritage Area
- the use of head-to-head operations to and from the south-west, when it is safe to do so, is an important preferred option for managing aircraft noise at night. This preferred option will be thoroughly evaluated through further detailed assessment
- in determining the final flight paths, the community, aerodrome operators and airspace users will be consulted extensively and flight path designs will be subject to referral under the *Environment Protection and Biodiversity Conservation Act 1999*.

The full list of airspace design principles for Western Sydney Airport is outlined in the Airport Plan: <http://westernsydneyairport.gov.au/about/airport-plan/index.aspx>

The preferred airspace and flight path design will undergo separate environmental assessment under the *Environment Protection and Biodiversity Conservation Act 1999*. This will include public exhibition and community consultation on the preferred design.

Q: My question is in regard to the ANEC contours for long term operation at full capacity in 2050 and 2063 in both assumed operational modes [23/05] and possibly head to head.

When comparing the 2050 [23/05] operating modes and the 2063[23/05] operating modes the following is noted.

A major indicated increased noise exposure at Silverdale/ Warragamba [op23] and reduced noise exposure to Twin Creeks [op05] in the 2063 scenario, is this due any of the following points?

Expected changes in population in those areas?

A change in flight path operations? [ie earlier northern banking in op23]

Bias to Northern runway use over Southern for operational reasons?

Possible Flight mix changes?

N.B. Silverdale/Warragamba were previously designated for non-jet overflights has this changed?

On page 71 of volume 3 of the latest EIS it was stated that “For the 2063 scenario, the 20 ANEC contour does not enclose any existing built up residential areas, such as the townships of Warragamba and Silverdale” This statement appears to support the above notation.

If any, or all of the above points are correct can I suggest that consideration be given to the increased modified operations of the southern runway in the operational mode 23 be reviewed, especially in regards to night time operation due to the 6 decibel weighting on the ANEC/F.

Also if “head to head “ operations are in place, the southern runway should be favored for departure flights to further reduce noise affectation over Silverdale and Warragamba townships.

The fact that Badgerys Creek Airport is to be non-curfew operation the above suggestion will reduce exposure to those south-west populated areas and also reduce low altitude exposure to the Greater Blue Mountains Heritage Area.

The flight paths adopted for the Western Sydney Airport Environmental Impact Statement (EIS) were indicative only. They are based on a conceptual airspace architecture developed to show that Western Sydney Airport could exist safely and efficiently alongside Sydney Airport and within the Sydney basin, from an air traffic management perspective.

It is important to note that the airspace design and flight paths used in the EIS were not developed for implementation, but rather to prove Western Sydney Airport could operate safely and efficiently. No decisions have been made about the location of final flight paths for Western Sydney Airport. The development of final flight paths for Western Sydney Airport is a large and complex task that will take several years to complete. The flight path design process will cover four main phases:

1. planning
2. preliminary design and environmental assessment
3. detailed design

4. implementation.

The process is currently in the Planning Phase. The design of flight paths for Western Sydney Airport will be guided by the airspace design principles in the Airport Plan. Potential impacts of night operations on the communities of Silverdale and Warragamba will be closely examined as part of this process.

Q: Why has the airport not been marketed as a 24/7 airport?

An airport at Badgerys Creek has always been planned to operate without curfew, that is, on a 24-hour, 7 day a week basis.

The Western Sydney Airport Environmental Impact Statement and Airport Plan were both undertaken on the basis of curfew-free operations.

Government communications about Western Sydney Airport have noted the community protections in place to prevent residential development around the airport and the economic advantages to Western Sydney of 24-hour operations.

Q: What are the flight paths over Hazelbrook? What will the altitude and noise levels be? Will flights cause interference for radio and television reception?

The flight paths for Western Sydney Airport will be finalised much closer to operations commencing in 2026.

The preferred airspace and flight path design will be subject to separate environmental assessment under the *Environment Protection and Biodiversity Conservation Act 1999*. This will include public exhibition and community consultation on the preferred design.

Aircraft overflights are not expected to impact upon radio and television reception.

Health

Q: How will the airport affect the health of residents?

Q: What are the health impacts on Western Sydney residents because of pollution in the Sydney basin?

Q: What are the health costs of building WSA? Why were health costs not considered in the EIS?

A health risk assessment was undertaken as part of the Environmental Impact Statement (EIS). This found that the risk to human health was low.

The assessment considered the health profile of Western Sydney, identified potential sources of health risk associated with the construction and operation of the airport and how the airport may increase the risk of existing health issues.

In examining the airport's potential impact on a range of health issues such as air quality, water quality, noise and residents' sleep, the risks were found to be largely within acceptable national and international health standards.

The airport's Environmental Impact Statement identifies ways to reduce the risk to human health through good design, planning and technology. In developing the final flight paths, for example, opportunities to minimise noise impacts on communities will be a key consideration.

Biodiversity and environment

Q: The Coalition Government said in year 2016 that first priority for biodiversity offsetting for the Western Sydney Airport would be in the Cumberland Conservation Corridor – a plan that had received funding since year 2007. Will that be delivered?

Q: What guarantee can you give that land which is not already managed for conservation or is zoned to prevent development will be secured for conservation as biodiversity offsets instead of revegetation/planting exercises and throwing money to so-called environmental entities with their ‘snouts in the trough’ of government money so that they can pursue non direct offset schemes to keep their entities going?

Q: What is being done about the loss of threatened Cumberland plain bushland?

There are a few, relatively small areas of Cumberland Plain vegetation at Western Sydney Airport for which offsets will be required.

The Australian Government is working carefully to ensure a program of biodiversity offset measures is approved before airport construction begins. The biodiversity offsets package will balance the loss of biodiversity for the Stage 1 development of Western Sydney Airport and establish a framework for an investment of around \$180 million.

The package will guide a range of activities to identify and secure suitable offsets in the region surrounding the airport site. The package will be set out in the Biodiversity Offset Delivery Plan which is required to be approved by the Department of the Environment and Energy. The Biodiversity Offset Delivery Plan will be publically available after it is approved.

Before Western Sydney Airport is built, the following biodiversity activities will be undertaken to minimise impacts on plants and animals in Badgerys Creek.

- Some plants or animals will be relocated to safer areas for rehabilitation.
- 117 hectares of land is being protected on the airport site as an environmental conservation zone, providing a safe habitat for flora and fauna.
- Greening Australia is collecting native grass seeds from the airport site to grow seeds to help restore biodiversity on the Cumberland Plain.
- Scientists from the Australian Botanic Garden in Mt Annan are taking plant cuttings and seeds from three threatened plant species to grow more plants.
- A thorough vegetation and animal mapping exercise has been conducted and independently verified.
- A Biodiversity Expert Group was established to consult on the Biodiversity Offset Delivery Plan.

Q: Pollution of the area as well as Sydney's water supply and the Blue Mountains. The air quality out here will be severely affected because the pollution is kept in the basin by the mountains. I'm also concerned about what will happen in an emergency when a plane needs to dump its fuel. Will this affect Sydney's water supply? Warragamba Dam catchment area is only 20 kilometres away. Will the fuel be dropped over the World Heritage Blue Mountains or will it be dropped over surrounding residential areas?

Q: Will the airport impact the World Heritage Listing of Blue Mountains National Park and have a detrimental effect on tourism?

Q: The IUCN has listed the airport as a HIGH THREAT to the World Heritage of the Blue Mountains. Will you create only flight paths that DO NOT threaten World Heritage by NOT flying over the property? Or will you risk LOSING World Heritage and devastating the tourism industry?

Q: How will you guarantee that the Blue Mountains World Heritage Area is not detrimentally impacted by the flight paths and pollution from overflights of both residential and wilderness areas? Noise and particulate pollution is known to have major impacts on wildlife – flora and fauna – tree species and humans. Sydney's water catchment will be under the flights and I'm concerned that effects will also not be able to be satisfactorily mitigated in this respect also.

There is no indication that developing or operating Western Sydney Airport will result in the loss of the Greater Blue Mountains' World Heritage listing.

An airport at Badgerys Creek has been the subject of two comprehensive Environmental Impact Statements in the last 20 years. The 1997 – 1999 EIS was conducted around the same time as the Blue Mountains area was being considered for World Heritage inscription. The World Heritage Committee granted the Blue Mountains' inscription in 2000 with the knowledge that the airport was going ahead, as was noted in the nomination file.

The 2014-2016 Environmental Impact Statement concluded that there would be no significant direct or indirect impacts on the Outstanding Universal Value of the Greater Blue Mountains associated with the construction and operation of the airport. Management of potential indirect impacts such as from aircraft noise will be considered when the airspace design and flight paths are reviewed under the *Environment Protection and Biodiversity Conservation Act 1999*.

The World Heritage Centre released a statement on 7 June 2017 confirming that it continues to work in close collaboration with relevant Australian authorities. Documentation including the Western Sydney Airport Environmental Impact Statement has been provided to the International Union for Conservation of Nature (IUCN) and no issues have been raised. The World Heritage Centre has acknowledged the due diligence work undertaken on the Western Sydney Airport.

Q: How can you claim to be creating a 'liveable', 'sustainable' 'parkland city' by covering thousands of hectares of farmland and thousands of hectares of critically endangered woodlands with concrete and asphalt and building a 24/7 airport?

Western Sydney Airport will be built on 1,780 hectares of Commonwealth-owned land. This will include a 117-hectare Environmental Conservation Zone. The Australian Government is investing approximately \$180 million for biodiversity offset activities, including establishing and rehabilitating offset sites.

Western Sydney Airport



As part of the Western Sydney City Deal, a \$150 million Western Parkland City Liveability Program has been established to ensure valuable community infrastructure is developed as Western Sydney densifies and expands with further greenfield developments.

This program will focus on delivering local facilities that promote healthy, active lifestyles and support the arts, culture and creativity.

Managing environmental impacts is an important part of developing the Western Parkland City. A strategic assessment for the Western City under the national *Environment Protection and Biodiversity Act 1999* will streamline delivery of new homes to meet growth, cut red tape for developers and provide certainty for communities. The strategic assessment will ensure that nationally protected species and ecological communities are protected – such as the critically endangered Cumberland Plain Woodland and the iconic Green and Golden Bell Frog.

The Western Sydney City Deal also commits to the development of a strategy for South Creek that will investigate its restoration and protection. The South Creek corridor from Narellan to Hawkesbury has been identified as an important environmental spine for the Western Parkland City.

Q: What are the knock-on effects of the airport on food supply etc.? Why was this not considered in the EIS?

The Environmental Impact Statement notes that the Western Sydney Airport site previously contained land used for cattle grazing and some agriculture.

The airport development will result in a marginal reduction in agricultural productivity in the context of the broader urbanisation of Western Sydney, which includes other extensive rural lands. This trend is recognised by the NSW Government in the *Industry Action Plan for Agriculture* (www.dpi.nsw.gov.au/about-us/publications/aiap) which, along with other local and regional planning initiatives, is expected to manage this transition.

Q: Compared to all other Australian airports, the Badgerys Creek site is the only one that will have bat camps on all sides and food resources on the other. It is surrounded by larger numbers of Flying Foxes than any other Australian airport. There is a major nightly migration route along the Nepean valley which would impact any flights to the W, SW or NW. This site would have the highest risk of bat strike in the country. Grey Headed flying foxes with 1.5 metre wing spans travelling on mass. The EIS admitted to the location of the bats representing a high risk to aircraft. How can you make night flight paths safe when the risk occurs on all sides of the site?

Q: An inadequate bird and bat strike assessment based only on three days of data, collected only in March was used to inform airport decisions. The biologists who did this assessment indicated that to confirm their preliminary data, 12 months of assessments using different methods is required. This is a serious public safety issue as well as a species protection issue. Mitigation to minimise the risk of bird and bat strike occurring (which could cause a serious aircraft accident) is difficult when the area is surrounded by the National Park, the Warragamba special area and the Nepean River and Prospect Reservoir. Seasonal and night data must be used to fully inform airport decisions. How will this be addressed in future decisions to ensure both public safety and species protection?

The assessment completed for the Environmental Impact Statement (EIS) reviewed species' presence and abundance; habitat available on the airport site and within the study area; projected aircraft movements; and staged construction. The assessment also took into account information from previous studies, such as:

- Draft Environmental Impact Statement, Second Sydney Airport (PPK 1997)
- Technical Paper 10 – Hazards and Risks (PPK 1997)
- Supplement to the Draft Environmental Impact Statement, Second Sydney Airport (PPK 1999)
- Draft Environmental Impact Statement, Second Sydney Airport Proposal, Auditor's Report (SMEC 1998)
- Supplement to the Draft Environmental Impact Statement, Second Sydney Airport Proposal, Auditor's Report (SMEC 1999)
- Australian Aviation Wildlife Statistics 2004 to 2013 (Australian Transport Safety Bureau 2014)
- Sydney Basin Australian White Ibis Regional Management Plan (Ecosure 2009)
- Australian Government Department of the Environment Interactive Flying-fox Web Viewer (Department of Environment 2015).

The outcome of the assessment was that the risk of bird and bat strike was low relative to many other Australian airports, particularly those that are situated in coastal areas.

The assessment also found that the bird and bat strike risk at Western Sydney Airport can be managed to an acceptable risk level.

The EIS (Volume 4, Appendix I) identified design, construction and operation measures to maintain the bird and bat strike risk at an acceptable level, including through the development of a Wildlife Hazard Management Plan. It is a mandatory requirement for this plan to be developed as part of a Biodiversity, land and safety management operational environmental management plan that must be approved before operations commence at the airport.

Q: Is WSA Co going to be a member of the Australian Green Building Council and is there a targeted level of sustainability for the airport development?

Sustainability will be incorporated into the design, construction and operation of Western Sydney Airport.

WSA Co will develop a Sustainability Plan to guide the construction and operation of the airport. This plan will be approved by the Australian Government and will identify the following targets for a range of sustainability measures:

- reduced electricity use;
- reduced non-aviation fuel use;
- quantity of waste recycled;
- quantity of waste reused;
- reduced water consumption;
- waste water recycling and reclaiming;
- water harvested for reuse;
- embodied energy and water use in building and construction materials;
- recycled content in building and construction materials; and
- biodiversity enhancement.

In building the airport, WSA Co must also meet the following standards under the following rating schemes:

- Infrastructure Sustainability Council of Australia ratings – covering design, construction and operations;
- Green Star ratings – sustainability of buildings and fit-outs; and
- National Australian Built Environment Rating System – performance-based environmental efficiency ratings for buildings.

Planning, zoning and development

Q: When will Badgerys Creek be rezoned?

Q: All maps show Badgerys creek being an industrial area, is this still the case? Or has this changed?

Q: Why is Liverpool Council and the Joint Regional Planning Panel (JRPP) allowing the loophole for some residents and their land to be rezoned when all other residents are still zoned as rural?

Q: When will re zoning of land in close proximity of Western Sydney Airport be released?

Q: How are present land holders going to be protected from speculative developers? Is the state, local or Commonwealth government going to make decisions soon as we are tired?

Q: When will the land use zoning be made available? I was disappointed that the NSW Department of Planning was not at the session.

While the Australian Government is responsible for the Western Sydney Airport site at Badgerys Creek, the New South Wales Department of Planning and Environment is responsible for the land use planning and zoning framework for the area around the airport site. The NSW Department of Planning and Environment are preparing an Interim Land Use and Infrastructure Implementation Plan (LUIIP), expected to be released in mid-2018, which will be a guide to future growth around the Western Sydney Airport.

While the LUIIP will not zone land, it will show how land can be developed for a range of uses. It will embrace the opportunities set out in the Western Sydney City Deal, the Future Transport Strategy and the Western City District Plan.

For any questions regarding zoning around the airport site you can contact the NSW Department of Planning and Environment on 1300 305 695 or via information@planning.nsw.gov.au.

Q: Why would the Federal Government allow so many resource recovery facilities in and around an International Airport? Please clarify by providing maps, giving guidance and direct responses so we have a clear picture of what type of International Airport the government is building and what facilities it wants in the adjacent properties and surrounding areas.

The NSW Government controls land use around the airport and local governments enforce and monitor these controls.

The Australian Government is working with the NSW and local government to ensure that the right planning is in place to maximise the opportunities that Western Sydney Airport will bring. The Western Sydney City Deal will help ensure that Western Sydney Airport has the right facilities.

Western Sydney Airport will be a full-service domestic, international and freight airport, capable of handling up to 10 million annual passengers when it opens in 2026.

Western Sydney Airport



Q: What hotels are expected to open in western Sydney, especially the hotels that are extremely required to accommodate the demand on hospitality services in this vibrant part of Sydney metropolitan?

Development and zoning approvals are the responsibility of the NSW Government and local councils.

The Australian Government is aware of a number of hotels looking to establish a presence in Western Sydney and anticipates this will continue as the Badgerys Creek Aerotropolis is developed.

Western Sydney Airport



Transport

Q: Will the government guarantee efficient transport for Western Sydney when the new airport is complete?

Q: What is happening with the construction of railway and roads to and away from the airport?

Western Sydney Airport will be accessible by the full range of ground transport options, including road and rail.

The Australian and NSW Governments are funding a 10 year, \$3.6 billion road investment program. This will deliver new and upgraded roads to support integrated transport in the region and capitalise on the economic benefits from developing the Western Sydney Airport. The Western Sydney Infrastructure Plan projects are at different stages, from planning to construction, and include the following:

- Developing The Northern Road in stages to a minimum of four lanes between The Old Northern Road at Narellan and Jamison Road at South Penrith.
- Building a new M12 Motorway with up to six lanes. This would provide direct access to the Western Sydney Airport site at Badgerys Creek between the M7 Motorway at Cecil Hills and The Northern Road at Luddenham.
- Upgrading Bringelly Road to a minimum of four lanes between Camden Valley Way at Leppington and The Northern Road at Bringelly.
- Completing the Werrington Arterial Road by upgrading Kent Road and Gipps Road at Claremont Meadows to four lanes between the Great Western Highway and the M4 Motorway.
- Upgrading the Glenbrook Intersection at Ross Street and the Great Western Highway at Glenbrook.

The Australian and NSW Governments have committed through the Western Sydney City Deal to deliver the first stage of the North-South Rail Link from St Marys to Western Sydney Airport and the Badgerys Creek Aerotropolis, with a joint objective of rail to the airport by its scheduled opening in 2026. The Australian and NSW Governments will be equal partners in funding the first stage of the North-South Rail Link.

As a first step, the Australian and NSW Governments will each contribute up to \$50 million towards a business case process for Western Sydney Rail, in consultation with local government. This will include investigation of integrated transport and delivery options for a full North-South Rail Link from Schofields to Macarthur and a South West Rail Link to connect Leppington to the Western Sydney Airport via an interchange at the Badgerys Creek Aerotropolis. Joint market engagement will test private sector interest in station development and innovative funding.

The business case will be delivered by early 2020.

Also through the Western Sydney City Deal, the NSW Government has committed to establish rapid bus services from the metropolitan centres of Penrith, Liverpool and Campbelltown to the Western Sydney Airport in time for its opening in 2026, and to the Badgerys Creek Aerotropolis.

Q: When will the proposed widening of Elizabeth Drive start?

Information regarding any upgrade of Elizabeth Drive can be sought from NSW Roads and Maritime Services (RMS). RMS can be contacted via: www.rms.nsw.gov.au/contact-us/

The M12 will be a new motorway between The Northern Road and the M7 Motorway and will be the main access road to the airport. Construction is expected to start in the early 2020s, subject to approval.

Further information about the M12 can be found by visiting:

<http://www.rms.nsw.gov.au/projects/sydney-west/m12-motorway/index.html>

Q: Why isn't a railway connecting the airport site to the Sydney rail network the very first piece of infrastructure to be built?

The Australian and NSW Governments have committed to deliver the first stage of the North-South Rail Link from St Marys to Western Sydney Airport and the Badgerys Creek Aerotropolis, with a joint objective of rail to the airport by its scheduled opening in 2026. The Australian and NSW Governments will be equal partners in funding the first stage of the North-South Rail Link.

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The Scoping Study identifies a long term preferred network for rail in Western Sydney. The preferred network includes the full North-South rail link from Schofields to Macarthur via Western Sydney Airport, the East West rail link to Greater Parramatta, and a South West line extension from Leppington to a Badgerys Creek Aerotropolis. More information on the Scoping Study is available at: www.westernsydneyairport.gov.au/transport-infrastructure/rail/joint-scoping-study.aspx

Q: I have heard an extended Road through and widening of Lawson Road Badgerys Creek will be built. Is this correct?

Q: Will Lawson Road be extended to the Northern Road or another Road nearby to Northern Road?

Lawson Road is not a part of the airport project and we have no details of or knowledge about widening or extending Lawson Road. Liverpool City Council can be contacted for details about any changes to Lawson Road. Liverpool City Council can be contacted on 1300 362 170.

FOWSA

Q: Professor Shergold, who are you? And your cohorts [FOWSA] who purport to represent the communities of noise affected residents pertaining to Western Sydney Airport? Who are you to determine that millions of residents who live under untenable and unacceptable noise flight paths?

Q: Why doesn't Blacktown Council area have any representatives on FOWSA? They have runways pointing at them and 500,000 residents have no inclusion in this process.

The key objective of FOWSA is to promote informed and responsive engagement between the community and stakeholders. FOWSA is not a decision making body but has a key role in ensuring the views of the community are taken into account and local voices are heard.

FOWSA members also have a responsibility to inform residents, local authorities, airport users and other interested parties about a range of issues relating to the broader planning and development of the airport, including maximising economic and social benefits.

The Minister for Urban Infrastructure and Cities, the Hon Paul Fletcher MP, appointed 22 representatives from the community, industry, business, all levels of government and other stakeholders to FOWSA.

Professor Peter Shergold is the independent Chair of FOWSA. He brings extensive experience to the role, including leading and chairing public, private and not-for-profit organisations, and strong familiarity with Western Sydney through his role as Chancellor of Western Sydney University.

FOWSA members were drawn from a range of backgrounds and locations across Western Sydney and the Blue Mountains, and bring a broad range of skills, expertise and local knowledge.

FOWSA will be one of the ways we help ensure the local communities of Western Sydney and the Blue Mountains have a say throughout the development of Western Sydney Airport.

Q: Will you be holding community information sessions in the area of St Clair, Erskine Park, and Colton where the noise issues will be much greater than in the west of Glenbrook and Penrith Panthers where you were holding them at this week?

The locations for the FOWSA drop-in information sessions from 30 May – 2 June 2018 were chosen for their proximity to Western Sydney Airport. These locations covered a broad area of Western Sydney and the Blue Mountains.

FOWSA understands that these locations may not have been suitable for everyone. This was the first round of information sessions and there will be future rounds.

Future sessions and other community engagement activities will take place in different areas of Western Sydney to ensure that FOWSA engages with as many community members as possible.

Construction

Q: What will the property which is owned by Western Sydney Airport on Lawson Road Badgerys Creek be used for?

The Airport Plan sets out a land use plan for the airport site which restricts development in each zone to the defined permissible uses. WSA Co is currently considering possible uses for this land through the detailed airport design process.

Q: How much land within the airport site is for the actual airport and will there be excess land used for other purposes?

For land use planning purposes, the Airport Site is divided into a number of zones. This is set out in Table 13 of the Airport Plan, including the approximate area reserved for each land use zone. Developments must comply with the relevant permissible uses specified for each zone. The Airport Plan can be viewed at www.westernsydneyairport.gov.au/about/airport-plan

Land use zones – Stage 1	
Zone	Approximate area (ha)
AD1 Aviation Activity	327
AD2 Terminal and Support Services	229
AD3 Aviation Logistics & Support Facilities	238
AD4 Aviation Activity (Reservation)	511
BD1 Business Development	191
BD2 Business Development (Reservation)	155
EC1 Environmental Conservation	117
TOTAL	1,768

Source: Airport Plan, December 2016, Table 13

Q: My question relates to the massive earthworks that are about to commence with the Airport site. I am a resident of Luddenham.

A lot of the adjoining northern and western areas of the site are not provided with town/reticulated water and are not within a Sydney Water delivery area.

What is being done to accelerate the provision of potable/reticulated water supply to these areas/properties as many rely on roof water for their water supply to their homes (such as my home)? The massive earthworks to be undertaken will affect house water supply through increased dust and contaminants.

There is a lot of discussion about infrastructure being delivered for the airport, such as roads, rail and hi tech industries, but basic infrastructure such as a reticulated and potable water supply, is still missing from the Luddenham area and this part of Western Sydney. A clean water supply is a basic first world (and third/developing world) right. This matter is also now exacerbated due to the long drought that Western Sydney is currently experiencing.

Can FOWSA advise what is being done on this or what will be done? Can FOWSA advise what impacts the construction of the airport will have on private water supplies?

Sydney Water is responsible for water supply infrastructure outside of the airport site. Sydney Water can be contacted on 13 20 92.

The health risk assessment undertaken for the Environmental Impact Statement (EIS) considered the risk of any potential contamination of groundwater, nearby domestic water tanks, Prospect Reservoir and Warragamba Dam as a result of the airport.

The Western Sydney Airport site is outside of Sydney's drinking water catchment area. As such, the EIS found there would be extremely low risk to Sydney's drinking water catchment. This is confirmed by the health risk assessment.

WSA Co must prepare an Air Quality Construction Environmental Management Plan. This plan will include a Dust Management Plan to mitigate the impacts of dust during construction of the airport. WSA Co is committed to being a good neighbour to the residents surrounding the construction area. Concerns about all environmental issues will be able to be directed to a construction hotline number once construction commences.

Other

Q: When and how will retail businesses be able to apply for a retail shop at the new airport?

Construction of Western Sydney Airport is expected to start with early earthworks before the end of 2018. Construction of the terminal is expected around 2022 and the airport is expected to open around 2026.

WSA Co is the best point of contact for information about retail leasing closer to the airport opening date in 2026. They can be contacted on info@wsaco.com.au.

Q: Will the Australian Government sublease operation of the new airport to another group as the years progress?

WSA Co has been established to build and operate Western Sydney Airport.

Any future privatisation of Western Sydney Airport would be a matter for the government of the day.

Q: When will the “Master Plan” be available? And will land owners be visible to this?

The *Airports Act 1996* was amended in 2015 to require the preparation of a Western Sydney Airport Plan prior to the commencement of the construction of Western Sydney Airport. This is a transitional planning instrument that outlines the Australian Government’s requirements for the development of the airport site until the first Master Plan is in place and authorises the airport’s initial construction. The Airport Plan is available at www.westernsydneyairport.gov.au/about/airport-plan

WSA Co is responsible for implementing the proposal as outlined in the Airport Plan, which includes a concept design for the airport (in Part 2) much like a Master Plan.

As the airport lessee company, WSA Co will be required to submit a draft Master Plan for approval by May 2023, or at a later time as the Infrastructure Minister deems appropriate.

Under the *Airports Act 1996*, all draft Master Plans are subject to public consultation and will be made publically available.

Q: In the past, ticket prices declined in real terms due to rising real incomes. This is no longer the case – real incomes are static or declining. Fuel prices were relatively low, however, fuel prices are set to increase dramatically during the time when this airport becomes operational. How is the government able to guarantee that there will not be any fuel shortages and fuel prices will remain low? How is the government guaranteeing that real incomes will rise faster than ticket prices?

Airline ticket prices are affected by many factors, as are incomes and fuel supplies. The Australian government does not regulate commercial airline ticket prices.